

S E C R E T

OSA-2288-69

12 August 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report 4-9 August 1969

1. Locations and Purposes of Visits:

25X1 The undersigned visited Detachment G from 4-6 August 1969 to conduct full-pressure suit altitude chamber indoctrination for [] Operations Officer, and to discuss with LAC personnel the vent hose repair/maintenance problem as well as the ejection-seat headrest height proposal. On 7 August 1969 a visit was made to Davis Monthan AFB to discuss with PSD personnel and the David Clark factory representative the proposed S1010-PPA fittings for new SAC pilots in the program. On 8 August 1969 a trip was made to Beale AFB to examine the ejection seat procedural trainer utilized by that facility and to discuss the Life Support equipment which is similar to that of Detachment G.

2. Results of Visits:

A. Detachment G -

25X1 (1) Altitude chamber indoctrination of [] was satisfactorily completed with no comfort/fit problems encountered in the S1010-PPA. 25X1

USAF review(s)
completed.

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GROUP 1
Excluded from automatic
downgrading and
declassification

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(2) A meeting was held on 6 August 1969 on vent hose repair/maintenance responsibility and on the proposed ejection seat headrest height problem. Attendees included [redacted]

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[redacted] and the undersigned. The results of this meeting resolved the vent hose repair question. (See reference message [redacted] and the request for an engineering study into the ejection seat headrest question, reference message [redacted]. In addition, the responsibility for drogue chute installation and aneroid inspection was firmly placed, reference [redacted] see attachment.)

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25X1

B. David Monthan AFB

Discussions with the Commander of the PSD facility, Maj. Chester Brown; [redacted] David Clark factory representative; [redacted] and the undersigned, revealed that since October 1968, [redacted] the original [redacted] crewmembers selected for SAC U-2R flying have left the program. This has resulted in costly re-fitting of S1010-PPA's for new replacement crewmembers assigned and in some isolated cases has resulted in a new S1010-PPA requirement. This short period of time as a U-2R pilot will grossly effect the financial status with respect to suit requirements during FY-70. Each of these full pressure suits is custom fit to the individual and budget estimates were not based on a change over rates as has been reflected this year. Additionally, little has been done in the survival training area and, in fact, no crewmembers have been in the water in this Life Support garment as yet. It was suggested that this should be accomplished as soon as possible to try and prevent an avoidable accident.

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C. Beale AFB -

Discussions were held on the ejection seat procedural trainer mockup utilized in SR-71 training which is similar to the seat used in the U-2R. A tour of the building was conducted by Lt. Towner and a comparison of the full-pressure suit used in the SR Program with the S1010-PPA was given. A cost estimate is being requested on the procedural trainer to see if it is within the realm of possibility to procure such a device and share it with Customer #2 on a six-month exchange basis.

25X1

Attachment
As stated above

AMS/OSA

CONCURRENCE AND/OR COMMENT

25X1

C/AMS/OSA

25X1

AMS/OSA

Distribution:

- 1 - AMS/OSA
- 1 - " Chrono
- 1 - D/SA thru TB/OSA
- 1 - CMD/OSA
- 1 - D/M/OSA
- 1 - D/O/OSA
- 1 - Idea/O/OSA
- 1 - RB/OSA

SECRET